

S.3341 file

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Approved For Release 2002/01/10 : CIA-RDP77M00144R000800080011-7

ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Travel Expenses Amendments Act of 1974 (vetoed)

FROM:

Director of Finance
1212 Key Building

EXTENSION

3194

NO.

DATE

8 January 1975

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. Deputy Director for Administration
7D26 Headquarters

1/15/75

[Handwritten initials]

2.

3.

4. Deputy Legislative Counsel
7D43 Headquarters

5.

STATINTL

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STATINTL

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STATINTL

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Jack:

The attached memorandum requests your approval for a recommendation relative to an Agency position on mileage rate provisions of future legislation which is likely to be introduced in the wake of legislation recently vetoed.

[Redacted] advised a telephone conversation that he *[Redacted]* should be informed of an Agency position on this matter for whatever action he might consider appropriate to take.

[Redacted]
Thomas B. Yale

Att

1-4
[Handwritten signature]

This proposal gives us the flexibility I believe we need to make sure our dependent travel

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TRANSMITTAL SLIP		DATE
TO: Deputy Legislative Counsel		
ROOM NO. 7D43	BUILDING Headquarters	
REMARKS:		
FROM: Deputy Director for Administration		
ROOM NO. 7D26	BUILDING Headquarters	EXTENSION 5454

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ADMINISTRATIVE - INTERNAL USE ONLY

8 JAN 1975

MEMORANDUM FOR: Deputy Director for Administration

SUBJECT : Travel Expenses Amendments Act
of 1974 (vetoed)

1. Action Requested: It is requested that you approve the recommendation in paragraph 3 relative to an Agency position on the mileage rate provisions of possible future legislation which may be introduced in substitution for the legislation recently vetoed.

2. Basic Data:

a. The Conference Report on the Travel Expenses Amendments Act of 1974 passed by the Senate and the House but vetoed by the President clearly provided that the mileage rates established therein for use of privately owned vehicles (15¢ for a privately owned automobile) were mandatory rates (not maximum rates). That same legislation also provided the General Services Administration with authority to adjust the basic rates upward to specified limits (20¢ for a privately owned automobile) without further Statutory Action. Any such adjusted rates would then become mandatory rates.

b. We believe that should Congress again consider passage of similar legislation, the Agency should indicate opposition in whatever fashion may be appropriate to the concept that established mileage rates should be mandatory rather than maximum. Enactment of a mandatory concept would remove any flexibility a travel authorizing officer would otherwise have in setting a lower than maximum mileage rate as a balancing factor in determining advantage to the Government on the basis of economy factors. For example, the Agency by regulation authorizes the use of POV as advantageous to the Government for appointment, transfer or home leave

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CL BY 018109

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SUBJECT: Travel Expenses Amendments Act
of 1974 (vetoed)

travel to or from locations abroad and CONUS, as well as for retirement travel, with mileage reimbursement at 12 cents for the first 1,000 miles, 9 cents for the next 1,000, and 6 cents for all additional. That regulatory provision evolved from a long and complicated background predominated by a policy of tying authorization for use of POV for convenience of Government to some minimum number of family members entitled to travel. Enactment of a mandatory mileage concept could well result in a return to case basis judgments as to circumstances which would warrant authorization for use of POV for advantage of the Government for PCS transfers, home leave travel, etc.

c. As a matter of general principle and in the interests of economy, I believe all agencies should be accorded the administrative prerogative of establishing reimbursement rates within statutory maximums.

3. Recommendation: It is recommended that the Agency indicate opposition in whatever fashion may be appropriate to the concept that established mileage rates should be mandatory rates rather than maximum rates, should legislation so providing again be considered by Congress.

STATINTL

Thomas B. Yale
Director of Finance

STATINTL

APPROVED:

Deputy Director for Administration

15 June 75
Date

DISAPPROVED:

Deputy Director for Administration

Date

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